









## THE TYPHOONS.

This morning there were no more signs of the two typhoons reported to be developing near Luzon than a slight fall of the barometer. All day the sun shone with full force, making Queen's Road a place to be avoided. About 5 p.m., however, black clouds came up from the south-east and westward while a fresh breeze from the East helped to cool the atmosphere considerably. At 4 p.m. the barometer read 29.68.

## THE NEW TREATY PORTS IN KOREA.

The Seoul Independent rejoices over the decision of the Korean Government to open two more ports, namely Mokpo and Chinnampo, to foreign trade and residence (making five open ports in all, namely, Fusan, Yensan, Chemulpo, Mokpo and Chinnampo), and in a recent issue supplied its readers with the following interesting notes on the new ports, which are to be opened on the 1st October of this year:—

The two ports which have just been declared to be opened on the first day of next October are situated on the coast of the two most fertile provinces of the Kingdom. Chinnampo is located on the western coast in Pyengnan province, which is noted for its natural resources, especially the mineral deposits, which surpass those of any other province in the country. Of course, none of these mines have yet been properly developed, so that the real value of them is not fully known, but enough prospecting has already been done to enable us to believe that there are many mines which would undoubtedly pay if properly developed.

## CHINNAMPO OR CHINAMPO.

The city of Pyengnan is about thirty miles from the port at the head of the Chinnampo River, and it is the ancient capital of the Kingdom. It is one of the largest cities in Korea, and from time immemorial its inhabitants have been noted for their industry and enterprise. The city, like many other towns in the west, suffered great damage during the China-Japan war in 1894. It was the place where the main Chinese army met disasterous defeat at the hands of the Japanese warriors, after which the Chinese troops soon left Korea for good. The consequence of the war was almost a total destruction of the city by the Japanese artillery, and thousands of the inhabitants left the city for safer places in the interior.

During the last two years the people have gradually returned to their old homes in the city, building new houses and opening various shops, so that the city is rapidly assuming its old aspect and condition. The latest news informs us that a great deal of commerce is going on there both in exports and imports. We believe that the foreign population in Pyengnan is already greater than that of any other city in the country, and the three open ports, Mokpo, Chinnampo and Chinnampo, besides the province, besides mineral products, are wheat, beans, tobacco, silk, and furs. The adjoining province (Whanghae-do) produces great quantities of fish and a good deal of rice.

The new port is only about 150 miles from the capital and is about the same distance from Wiju, which used to be a great market for Koreans to carry on trade with Chinese on the river side of Yalu river, the boundary between China and Korea. We are told that the harbour of Chinnampo is very fine and that the depth of water is sufficient for ships of any size to anchor safely.

One other favourable point, probably the most important, must not be forgotten in connection with the new port, and it is the character of the inhabitants of Pyengnan province. It is freely admitted by the people of other provinces that the Pyengnanites are the best citizens in Korea. First of all they are thrifty and reliable. They possess a more independent and manly spirit than the people of other provinces. Any native tradesman would gladly furnish supplies to the merchants of Pyengnan on credit, for he knows that they are absolutely trustworthy. This quality, in the people will be a great factor in establishing successful trade relations with foreigners. We believe that before many years this new port will get ahead of the older ports in volume of its trade.

## MOKPO.

Mokpo is on the southern coast in the province of Cholla. It is situated at the mouth of the river Mongtan, (Yongnam-kong) which flows through the richest agricultural districts of the province, and the river is navigable (for light draught steamers) to a considerable distance in the interior. Cholla is one of the most thickly populated provinces, and is noted for its abundant production of rice, cotton, tobacco, bamboo, and wax, and marine products. It may be aptly termed "the garden of Korea." The soil is richer than that of any other province and the climate is charming. The new port is only about a day's journey from Fusan by sea. We expect the main export trade in that port will be rice, which is more abundantly produced there than in any other, save Kyungsang province. It is about 250 miles from the capital and within a day's journey from large cities in the interior, such as Naju, Kwangju, Yangnam, and Sonchon, districts which are very densely populated. The people of Cholla are said to be not so sincere and reliable as the Pyengnan people but they are ingenious and fond of manufacturing all sorts of useful articles. The fine grain, bar-boe goods, Korean hats (mangshun), screens, fans, and paper are all manufactured in this province.

The Independent is confident that the opening of these two new ports in important provinces like Pyengnan and Cholla will stimulate the Korean farmers and manufacturers alike to be more enterprising and ambitious in production of goods, and the whole country will in due course feel the beneficial effects of the consequent development of the import and export trade of the Kingdom.

The sub-editor of this journal entered the port of Mokpo in 1887 on board the first steamer that ever dropped anchor in the Yungnam River, and explored that fine waterway for a distance of fully 80 miles, through magnificent agricultural districts largely used for the cultivation of rice, cotton and beans. The steamer left Chemulpo with a full cargo of rice and the writer journeyed overland to the capital, meeting throughout the journey with the most polite and courteous officials and people of all classes, and discovering that a very considerable trade was carried on between the people of this and the neighbouring province of Chungcheong with the capital, the goods being chiefly transported by pack animals and coolies instead of by junks, owing to the unseaworthiness of the native craft and the lack of any system of insurance. The main road from Mokpo to Seoul was found to be wide enough almost all the way for troops to march four deep, and although the bridges were somewhat frail and primitive in style, yet they were strong enough to support ponies and oxen heavily laden with rice, oil, paper, matting, bamboo ware and agricultural implements of various kinds. It struck the writer that people who showed such skill and excellence in the manufacture of matting should be able to reap much benefit from a knowledge of the manufacture of steam hosiery, for the raw material and cheap labour is there in abundance.

## THE SUICIDE ON H.M.S. "ALGERINE."

On the 20th inst. we published a special telegram from Shanghai stating that Lieutenant Heygate, of H.M.S. *Algerine*, had committed suicide at that port by shooting himself. From late Shanghai papers we learn that at about 9.30 p.m. on the 19th inst. two petty officers on duty heard a shot from the wardroom. They proceeded thither and found the place in darkness, and they knew that Lieutenant Heygate, officer of the watch, was the only officer on board. Further search revealed the body of the deceased lying in his bunk, with a revolver near his head. He was bleeding from a wound in the left breast and was quite dead. On the petty officers lifting the deceased it was seen that the bullet had passed right through his body and become lost in his pillow. His singlet was smouldering slightly, apparently being ignited by the firing of the pistol. The body was taken on the poop, where it was seen by a medical man, who formally pronounced it to be extinct. The funeral left the custom House Quay at 10 o'clock next evening, a firing party leading, then came the body on a gun carriage of the Shanghai Volunteer Artillery drawn by four black ponies, followed by the ship's company, and Captain Mery and officers from the United States gunboat *Macchia*. The deceased officer was 25 years of age and joined the Navy when he was 14. He had been on the China Station for H.M.S. *Algerine*, and was Navigating Lieutenant of the *Algerine*.

## THE INQUEST.

The inquest regarding the shocking affair was formally opened on the 20th before Messrs. R. W. Mansfield, Coroner, and Messrs. W. H. Anderson, H. H. Rea, and A. Cunningham, jury. James Symons, gunner of H.M.S. *Algerine*, sworn, said: At about 9.30 p.m. on the 19th I was reading in my cabin and heard a report of firearms. Going out into the stowage I saw a signalman lying in his hammock, outside the cabin. I asked him where the noise came from and he said from his hammock. I then knocked at the door and asked if anything was wrong, but got no reply. I called a quarter-master to bring a lantern, and I pulled the curtain on one side and saw something burning on the deceased's breast. He was lying on his back in bed. The quarter-master put out the fire and I then noticed blood on deceased's shirt. I went on deck and ordered a boat away for the medical officer and for all the officers of the ship. I heard deceased groan once, but he did not move. The doctor came on board in less than half an hour. I put the sergeant of marines on guard at the cabin door. Just before the doctor came I asked the sergeant if deceased was still alive and he replied that he thought he was. I spoke to deceased shortly after 9 o'clock, and did not notice anything out of the common in his behaviour. During the evening he was playing the piano and singing.

By the jury—I did not examine the body myself; I spoke to him several times but could get no reply. The sergeant of marines picked a revolver up on the bed. It was deceased's own property and was a service revolver. There was no light in deceased's cabin. Robert A. Coleman, a leading signalman belonging to H.M.S. *Algerine*, said: I hung my hammock up outside the deceased's cabin at 9.15 p.m. on the 19th inst. Lieut. Heygate had not then retired to his room. I turned in at about 9.25 and I heard Mr. Heygate tell the quarter-master to call him about a quarter of an hour before the evolutions in the morning and added, "I don't suppose there will be any." He was then at the top of the stowage ladder. He then came down, went into his cabin and drew the curtain across the door. About three minutes after I heard a shot fired in his cabin. Before I had time to turn out the gunner came and asked what the noise was. I said it sounded like a rifle shot in Mr. Heygate's cabin. The gunner sent for a quarter-master with a light, and we went into the cabin together. Deceased's shirt was smouldering and the quarter-master extinguished it. Deceased was groaning when we entered the cabin. I had not noticed anything peculiar in deceased's conduct on that day.

Dr. J. H. Stenhouse, surgeon of the *Algerine*, said: On the evening of the 19th I was playing billiards in the Shanghai Club at about 9.45, when Mr. Heygate's servant came and reported that deceased had shot himself. I immediately went on board in company with the captain, first lieutenant and engineer. I went down to deceased's cabin and found him dead. He had only just expired in my opinion. There was a bullet wound on the left side of the chest and the skin was blistered around the wound. He was lying on his back, with both arms by his side close to the right hand, but not in it, was a revolver. I examined the revolver and found that there were three cartridges in three chambers, one of which had been discharged. The wound was between the fourth and fifth ribs, a little above and inside the left nipple. I made a post-mortem next day. The bullet had passed through the lower part of the upper lobe of the left lung, cutting across a branch of the pulmonary artery, and passing out through the fifth rib and then through the left shoulder blade. The cause of death was hemorrhage from the left lung. Deceased always enjoyed very good health, and was not to my knowledge subject to fits or depression. I know of no trouble which could account for his taking his own life. Deceased was invalided home from China three years ago, with a disease of the eye, but not a painful one.

By the jury—Even if medical aid had been at once afforded, it is my opinion that it would have been impossible to have saved deceased's life. The course of the bullet was quite in consonance with deceased having fired the shot with his right hand.

Albert Prew, sworn, said: I am a second-class petty officer on board the *Algerine*, doing duty as quarter-master. Just after 9.30 p.m. on the 19th I was on the poop and the gunner called to me from the stowage ladder to bring a light. I went down with a lamp and took it to the cabin. I saw that Mr. Heygate's shirt was on fire over the left breast and I put it out. The gunner ordered me to get a boat out and send ashore for the other officers. The deceased was not then dead; I heard him groan. I last saw deceased just before 9.30, when he gave me orders to call him in the morning, should there be any evolutions. I saw nothing unusual in his behaviour during the day. I did not see the revolver when I went into the cabin.

Geo. Robinson, sergeant of marines, sworn, said: At about 9.30 on Monday night Lieut. Heygate's servant informed me that the deceased had shot himself. I went down to that officer's cabin and the servant struck a light. Lieut. Heygate was lying on his bed, with a wound in the left breast. A revolver was lying by his right side. I did not touch the revolver.

Mr. Read—There is a rumour that the deceased was in some trouble through drink and was in fear of a court-martial. I should like to ask Capt. Donville if that is so.

Capt. Donville—The only reason for that rumour can be the fact that there is an Admiralty order against officers' wives accounts being excessive, and I had had to warn him to reduce his wine bill, or I should have to call the attention of the Admiralty to it, and he had accordingly

reduced it, but he certainly had no reason to apprehend any trouble. That was on the 15th of June, on the way up the Yangtze.

Private D. Johnson, said he was Lieut. Heygate's servant. The deceased kept the revolver on a shelf above the foot of his bed. The revolver was not loaded as a rule. Witness last saw the weapon in its case on the shelf, about an hour before deceased shot himself. Witness did not take it down. He last handled it about four or five days previously, and was certain it was not loaded at that time. The cartridges were kept in a leather pouch beside the weapon. Deceased had not used the revolver to witness's knowledge since he had been in the ship. He could not reach the revolver from his bed without sitting up.

The jury returned a verdict that deceased died from a self-inflicted bullet wound, but whether by accident or design there was no evidence to show, and there was no apparent motive for suicide.

## BRIGANDAGE IN BORNEO.

MAT SALLEH STILL DEFIANT. HOLDS MR. NEUBRONNER FOR RANSOM.

The following special telegram is published in the *Singapore Free Press* of the 19th July:—

LABUAN, July 19th, 1897.

Seven Chinese who were taken captive by Mat Salleh have arrived here.

Mr. F. S. Neubronner, the Assistant Treasurer who was captured, remains a prisoner, but is well treated.

Mat Salleh with about 300 followers has fortified himself at Inanam, four hours paddling from Gaya.

Mr. Hewitt and Mr. Wheatley are awaiting reinforcements.

FURTHER DETAILS.

The correspondent of the *Free Press* writes from Labuan on the 12th July as follows:—

News arrived on the evening of Sunday, the 11th, that Mat Salleh, with a following of 60 men, had raided the town and Government station on Pulau Gaya. The attack took place on Friday, the 10th, at about 4 o'clock. Very few details are known, as so far only a letter from a native clerk has come to hand. The police force at the station consisted of only about a dozen men, and these were first attacked, the Coroner in charge was killed and the rest took to flight. Two prisoners were also in some way killed. The rebels then secured the Officer in Charge, Mr. Neubronner, and him they have taken away captive, probably as a means of making terms in the future. They then sacked the station, but what this was worth is unknown here at present, but they have been anything between \$5,000 and \$20,000.

The town, which consisted entirely of wooden and thatched houses, was then fired and every building destroyed. Gaya is the export and import centre of a considerable district, and the population was largely Chinese. These I have no doubt made themselves scarce as soon as possible, and some of them will probably be turning up here within the next 24 hours.

The news only reached Labuan at about 7 o'clock last evening, and this morning Mr. Hewitt, the Acting Resident, left here in company with Mr. F. G. Wheatley in the s.s. *Faras* at 6 a.m., pretty smart work, for the rebels were only about 20 miles from Labuan, 4 Police from Mempaka, 14 Sikhs, most of them men who have at some time or other been in the Police force, and about 25 Dyak irregulars. This force should reach Gaya at noon to-day, the 12th, Mr. Hewitt's hope being that the rebels may still be there, as yet not recovered from the drunken orgies which are sure to follow such success.

This Mat Salleh is the same gentleman who towards the end of last year gave much trouble to the Government of the Chartered Company on the East Coast, and against whom "Captain" Raffles of *London Daily Mail* fame, led an expedition up the Sarawak River. Mr. Raffles' command was not a great success, they lost a lot of men, and a 3 or 4 men, while report has it that one night Mat Salleh with some of his followers passed down the river and went out to sea, Mr. Raffles being left blockading an empty bay. Since then Mr. Raffles' reports have been heard as to what Mat Salleh was doing and going to, but nothing had really been seen of him until he paid his unpleasant surprise visit to the Gaya Treasury.

It is earnestly to be hoped that Messrs. Hewitt and Wheatley may be successful in coming on their way to Gaya; if they do they may be relied on to give a good account of themselves, but if they find him gone the Government will have to send a more formidable force to deal with him. He is still covered with his people, anything like pursuit is of course impossible.

## CORRESPONDENCE.

(We do not necessarily endorse the opinions expressed by correspondents in this column.)

MISCONDUCT OF CIVILIANS.

To the Editor of the "Hongkong Telegraph."

SIR,—The Editor of July 24th has made use of the expression, "It is felt in some quarters that the soldiers are really despised by the civilians." This may not be true, perhaps, in all cases but it is most undoubtedly so in the majority, as many soldiers have had too good cause to know. Personally, I can say that I have never anywhere seen soldiers treated so contemptuously as in Hongkong by a section of the civilians. Granted, that there are black sheep amongst them, but then not many such in all classes of society. It is still no reason that all should be ostracised. Amongst our ranks now-a-days will be found several who have held, and at home still would hold, high social positions, but who through reverses of fortune, or other causes, think it no disgrace to wear the Queen's uniform.

In Hongkong what refining influences are there exercised for "Tommy"? What opportunities are given him for mixing with his equals? I use the word advisedly—amongst civilians? None. If he seeks society out of barracks what places can he go to? Only the lower class drinking dens, or worse. Only a very few take any interest in his well-being at all. The majority, I am afraid, do, or affect to, because it is *de rigueur*, despite him. I will relate an amusing personal experience which tends to show what "section" helps to bring about this state of things. I was out walking with a friend (a civilian who had been in the England) and we met two casual acquaintances of his to whom I was introduced. It was plain that the introduction was not half liked on their part, as after a few moments one of them, *apropos* of nothing in particular, endeavored to impress upon my mind the fact that I was walking with gentlemen of Hongkong and not common soldiers. The inference was so obvious that I had no resource but quietly to wish these "gentlemen" good day. I have since found out that one of the "gentlemen" was an ex-soldier in government employ, probably still on the reserve, and likely again to serve in the ranks. *Verily*, sap.

I am, Sir, Yours truly,  
A COMMON SOLDIER.  
Hongkong, 27th July, 1897.  
(The paragraph published in our issue of Saturday, the 24th instant, reads as follows:—"We

have received several complaints from soldiers regarding the insulting treatment shown towards them by a section of the civilian community. The militia here at present are an exceedingly well-behaved body of men and it is very creditable and wholly unjustifiable that they should be subjected to insult by those who should know better. It is felt in some quarters that the soldiers are really despised by civilians and this belief does not add to the pleasure of Tommy Atkins' sojourn in the Far East."

## LATR TELEGRAMS.

THE PLAGUE. CALCUTTA, July 6th.

A sharp report of plague has occurred at Poona, and it has also broken out severely among the 2nd Bombay Lancers stationed at Poona.

THE NIEK EXPEDITION. SUKIRI, July 9th.

News of important despatches from the Khalifa's followers at Abubakar and Berberis confirmed and little opposition is expected to the impending Egyptian advance on Berberis.

ENLISTMENT OF RUSSIANS. LONDON, July 9th.

Lord George Hamilton, in reply to a question in the House of Commons, said the Government is not prepared to change the regulations regarding the enlistment of Russians.

THE POONA OUTRAGE. Lord George Hamilton, in the House of Commons, read a telegram from Lord Sandhurst, stating that the allegation that women had been stripped in the streets of Poona to detect plague symptoms was a malevolent fabrication.

THE TOCHI EXPEDITION. SIMLA, 10th July.

General Corrie Bird has arrived at Miranshab. The 18th Brigade Battalion has arrived at Edwinstead and is moving forward to-day.

REDUCTIONS IN THE ARMY. Sanction is accorded for the reduction of the Native Infantry in Burma by two Battalions and the Gwalior of the Quetta outposts, Shelbigh and Sipwans, to two Companies.

THE CANTONMENT ACT. The draft rules under the Cantonment Act include general disease in those which call for the interference of Cantonment authorities.

THE CALCUTTA RIOTS. Yesterday a manifesto was issued by the leading Mohammedans to their co-religionists; insisting that according to Mohammedan tenets a mosque should not be erected on land forcibly taken, and suggesting that another plot of land should be purchased for the mosque. The same afternoon Mr. Hemukhan, a Mohammedan gentleman, with several coolies, proceeded to Talash, and levelled the ground of whatever public structure remained of the so-called mosque. The panic has greatly subsided, and now no trouble of any kind is expected.

All is quiet at Calcutta, and further rioting at Talash is improbable. Public feeling is running high on the management in suppressing the riots. Mr. C. Stevens (Acting Lieut.-Governor of Bengal) has abandoned his tour, and as this morning, as there is a universal feeling of danger in leaving Calcutta without his head, and allowing the European Police, European soldiers, and European Volunteers, to be made passive targets for missiles, fire and vituperation. It is contended that it is instantly necessary to confer plenary powers upon the Military Governor, to enable any disturbance to be met with promptness and punished before any armed riotism is allowed to reach such enormous dimensions as the riot of last week.

CALCUTTA, July 10th.

Yesterday being the Mohammedan festival-day, there were great expectations of another riot among the followers of the Prophet and the most blood-curdling rumours were afloat. The police were fully alert to the possibility of another riot and made elaborate preparations to checkmate the fanatics should occasion require. From early morning armed police kept a watchful eye on every mosque and every important thoroughfare. Mohammedans assembled in large numbers at the mosques and in the bazaars, but no rioting occurred. The Mohammedans, or spiritual advisers, lectured on the futility of building a mosque at Talash. Afterwards the assemblies dispersed. Everything passed off quietly.

It is stated that between 500 and 1,000 rioters have been killed during the riots. There is reason to believe that the rioters were under the belief that, without the sanction of the Viceroy, neither the Police, nor Military, nor Volunteers could fire upon them. A native estimate is that the number of killed and wounded did not fall far short of 500.

Since yesterday we are having heavy showers of rain at short intervals.

## THE C. D. QUESTION.

SIMLA, July 8th.

At the Legislative Council this morning Mr. Chalmers and Sir J. Woodburn moved as telegraphed yesterday. Mr. Chalmers then moved for leave to introduce a Bill to repeal the Cantonments Act of 1895 and amend the Cantonments Act of 1889, and that it be published in the *Gazette of India* and local *Gazettes* in English. The consideration of the present Bill is postponed, in consequence of the general legislative restrictions; given power to the Viceroy to make rules to check the spread of venereal disease as with other contagious and infectious diseases and extends equal protection to Medical Officers with Cantonment and other officers.

The Bill reads:—"For some years we have ignored venereal diseases with consequences disastrous to the Army at large, a number being sent home as incurable. Lord Onslow's Committee gave facts and figures showing the urgent necessity of prompt legislation; also the reports of the College of Physicians and the College of Surgeons show that 13,000 soldiers returned from India with 60 per cent. diseased. It is unnecessary to specify the measures proposed; the main object of the Bill is to unite our hands bound by former legislation. Compulsory examination would not be resorted to, but our duty is to check the disease by all possible means. Tentative measures will at first be taken. Respect for the conscientious opponents of the measure induces us to give full reasons for the present legislation:—(1) The maintenance of the efficiency of the Army, the cost of which falls on the country whose trustees we are; (2) duty to society generally and unborn generations; duty to protect medical men and nurses in discharge of their duties; protection to unfortunate women themselves; and (3) we have no choice between good and evil, but must choose the lesser evil. We are dealing with young soldiers for whom the risk is no deterrent, hence we must minimise the opportunities for vice as much as possible."

Sir E. Collen and Sir George White, in impressive speeches, strongly supported the measure. Sir George White quoting appalling statistics showing that the cases since the repeal of the Act had been not only four times more numerous but of a more virulent character. Sir George White declared that he and the officers under him would do their best to encourage pure morality and higher motives. The Viceroy, in a closing speech, said he took full share of the responsibility for the measure. Whatever we think of the conduct of in-

continent persons he felt sure that any one contemplating the consequence will not hesitate to adopt measures to control so infectious and far-reaching a disease. He regarded the measure as one more step in the progress of sanitary legislation. On the score of morality his position was equally plain. The Government will give all its support to those who help in this matter and who encourage the soldiers to form higher ideals and pursue purer pleasures.

The Council adjourned to the 22nd instant.

## NOTANDA.

## CALENDAR.

JULY.	
Meteorological means based on ten years' observations to 1888.	
Barometer .....	29.71
Thermometer .....	88
Humidity .....	63
Rainfall .....	—
TO-DAY.	
WEATHER REPORT.	
On date at .....	On date at .....
Barometer .....	29.73 29.68
Thermometer .....	86 86
Humidity .....	68 67
Rainfall .....	0.04 .....

TO-DAY.	
Tuesday, 27th July, 1897. (St. Joseph of Arimathea.)	
Chinese—23th of 6th moon of 23rd year of Kuang-sai.	
Jewish—27th Tamuz, 5657.	
Mohammedan—26th Saphar, 1315.	
Sun—Rises .....	5hr. 50min.
Sets .....	6hr. 41min.
High water—Morning .....	6hr. 50min.
Afternoon .....	10hr. 18min.
Low water—Morning .....	—
Afternoon .....	2hr. 15min.

ANNIVERSARIES.	
1870—French Revolution.	
1843—Canton opened to British trade.	
1862—Terrific typhoon at Canton, Macao, Hongkong, and Whampoa; loss of life estimated at 40,000 persons.	
1863—Armed attack on Victoria Peak Signal Station.	
1866—Atlantic cable laid.	
1878—Four men hanged by bad air in the hold of the British steamer <i>Elgin</i> at Saigon.	

TO-MORROW.	
Wednesday, 28th July, 1897.	
Chinese—24th of 6th moon of 23rd year of Kuang-sai.	
Jewish—28th Tamuz, 5657.	
Mohammedan—27th Saphar, 1315.	
Sun—Rises .....	5hr. 51min.
Sets .....	6hr. 41min.
High water—Morning .....	7hr. 33min.
Afternoon .....	10hr. 23min.
Low water—Morning .....	6hr. 51min.
Afternoon .....	3hr. 15min.

ANNIVERSARIES.	
1750—Sebastian Bach, composer, died.	
1794—Robespierre guillotined.	
1866—Ranking withdrawn by the Imperialists.	
1878—Death of the infant prince Tsé-no-Moyé, heir to the Japanese throne.	
1888—The s.s. <i>Luzon</i> wrecked off Port Arthur.	

## MEMORANDA.

TO-MORROW, 28th July.

Ice Co.'s interim dividend of 8 per cent payable 11 a.m.

11 a.m.—The Grand Hotel case, Police Court.

5 p.m.—Polo match between teams from the Club and the West Works at the Polo Ground, Causeway Bay.

## SHARE MARKET.

LATEST QUOTATIONS.

Indo-China, \$50; China Segals, \$143; Rauba, \$24.

## SHIPPING AND MAIL NEWS.

MAILS DUE.	
Australian ( <i>Attila</i> ) 31st inst.	
French ( <i>Saghalien</i> ) 3rd prox.	
Canadian ( <i>Empress of China</i> ) 4th prox.	
American ( <i>Galle</i> ) 4th prox.	
Tacoma ( <i>Yacoma</i> ) 4th prox.	
Tacoma ( <i>Tacoma</i> ) 4th prox.	
American ( <i>City of Peking</i> ) 13th prox.	
Canadian ( <i>Empress of India</i> ) 15th prox.	

THE P. & O. steamer *Sunda*, from China, arrived in London on the evening of the 24th inst.

We are informed by the Agents of the Austrian Lloyd's S.N. Co., that the Company's steamer *Maria Valeria*, left Singapore for this port this morning.

THE AGENTS (Messrs. D. Sassoon, Sons & Co.) inform us that the Company's steamer *Arion*, from Calcutta, left Singapore for this port last night.

We are informed by the Agent of the Messageries Maritimes Co. that the steamer *Saghalien*, with the next French mail, left Singapore for this port, via Saigon, this afternoon at 4 o'clock.

THE AGENTS (Messrs. Dodwell, Carrill & Co.) inform us that the Northern Pacific Steamship Co.'s steamer *Victoria*, left Tacoma for this port, via Japan and Shanghai, on the 26th inst.

STEAMSHIP RETURNS.

From 6 p.m. yesterday to 6 p.m. to-day.

ARRIVALS.	
C. R. Yanoiro .....	steamer, from San Francisco
Elax .....	" " Shanghai
Bayern .....	" " Singapore
Mitsuboshi .....	" " Shanghai
Platani .....	" " Singapore
Platani .....	" " Shanghai
Hollong .....	" " Swatow
Independent .....	" " Canton
Aggregating, 17,784 tons register.	

DEPARTURES.	
Kuylung .....	steamer, for Canton
Bushmille .....	" " Kuchlatois
Wakana Maru .....	" " Kobe
Kachidate Maru .....	" " Kobe
P. C. C. Kiao .....	" " Bangkok
Hafumi .....	" " Coast Ports
Brindisi .....	" " Saito
Hokuto Maru .....	" " Singapore
Argyl .....	" " Singapore
Aggregating, 17,901 tons register.	

HONGKONG AND WHAMPOA DOCK RETURNS.

Pique (H.M.S.) in Kowloon Dock.

Longmoon ..... " " Aberdeen " |

Oscar ..... " " " |

SWATOW.

Arrivals. From Agents.

July 25 Hallowing ..... from H.K. & Co. |

26 Chiao ..... Newchwang, H. & Co. |

Departures. For Agents.

July 25 Hallowing ..... Hongkong, H. & Co. |

26 Nanham ..... H.K. & Co. |

IN PORT—*Chiao, Sihan, Kiangsh.*

## POLO.

The quarterly Polo Tournament will commence tomorrow, 28th instant, at 5 p.m., on the Causeway Bay Polo Ground. The competing teams are from the West Works and the Club, and the winners will play the Civilians



## Intimations.

## A STRIKING SUCCESS!

WILL DYE TO ANY SHADE. MAYPOLE SOAP BUT WON'T WASH OUT OR FADE.

## DOES NOT DYE THE HANDS:

For Dyeing SILKS, SATINS, COTTONS, FEATHERS, LACE, WOOLLEN GOODS, or MIXTURES of Cotton and Wool, &c.,  
Such as Blouses, Dresses, Underlinen, Ribbons, Children's Frocks, Pinafores, Lamp Shades, Silk Scarves, Handkerchiefs, Gaiters, Lace Curtains, Silk Gloves, Stockings, Antimacassars, Toilet Mats, Shawls, &c., &c., &c.

## COLOURS STOCKED.

Cream, Heliotrope, Pink, Canary, Mauve, Alice-Blue, Light Blue, Terra-Cotta, Orange, Nut-Brown, Scarlet, Black, Cerise and Cardinal.

SOLE AGENTS for Hongkong and China.

WATRINS &amp; CO., Apothecaries' Hall, 66, Queen's Road Central.

Dr. KNORR'S  
ANTIPYRINE

patented

"LION BRAND"  
In Powder and Crystals, also in Drops of 5 grains, easily soluble in Water, Wine, &c.  
FEVER, RHEUMATIC and NEURALGIC AFFECTIONS, NERVOUS AFFECTIONS.

## ARGONIN

(Registered Trade Mark.)

SOLUBLE CASEIN-SILVER PREPARATION.

Used in Gout, Rheumatism, &c. in 1 to 2 per cent. solutions possesses similar bactericidal action to silver nitrate, but is distinguished by complete absence of irritating properties.

It is requested that the directions on the boxes for making solutions shall be implicitly followed.

## CHINA EXPORT, IMPORT &amp; BANK CO.,

SOLE AGENTS FOR CHINA.

BEWARE OF SPURIOUS IMITATIONS!

## BANK-HOLIDAY.

IN accordance with Ordinance No. 6 of 1875, the Undersigned BANKS will be CLOSED for the Transaction of Public Business on MONDAY, the 2nd August:—

For the CHARTERED BANK OF INDIA, AUSTRALIA, AND CHINA,  
T. H. WHITEHEAD,  
Manager, Hongkong.

For the HONGKONG & SHANGHAI BANKING CORPORATION,  
T. JACKSON,  
Chief Manager.

For the NATIONAL BANK OF CHINA, LIMITED,  
GEO. MUNRO,  
for Chief Manager.

For the MERCHANTS BANK OF INDIA, LIMITED,  
JOHN THURBURN,  
Manager, Hongkong.

For the BANQUE DE L'INDO-CHINE,  
Hongkong Agency,  
G. G. AUGUSTIN,  
Manager.

For the BANK OF CHINA & JAPAN, LIMITED, HONGKONG,  
CHARTREY INCHBALD,  
Manager.

For the YOKOHAMA SPECIE BANK, LIMITED,  
S. CHOH,  
Agent.

Hongkong, 25th July, 1897. [1143]

## INSURANCE HOLIDAYS.

THE Undersigned INSURANCE OFFICES will be CLOSED for the Transaction of Public Business on MONDAY, the 2nd August:—

JARDINE, MATHESON & CO.,  
General Agents,  
CANTON INSURANCE OFFICE, Ltd.

W. J. SAUNDERS,  
Acting Secretary,  
UNION INSURANCE SOCIETY OF CANTON, Ltd.

W. H. PERCIVAL,  
Agent,  
NORTH-CHINA INSURANCE CO., Ltd.

W. H. RAY,  
Secretary,  
CHINA TRADERS' INSURANCE CO., Ltd.

SHEWAN, TOMES & CO.,  
Agents,  
YANOTSE INSURANCE ASSOCIATION, Ltd.

J. B. COUGHTRIE,  
Secretary,  
CHINA FIRE INSURANCE CO., Ltd.

W. H. T. DAVIS,  
Acting Manager,  
THE STRAITS INSURANCE CO., Ltd.

Hongkong, 25th July, 1897. [1144]

## MITSUI BUSSAN KAISHA

No. 1, Queen's Road Central.

Head Office—TOKIO.

Branch Office—

LONDON, NEW YORK, BOMBAY,

SINGAPORE, SHANGHAI, HANKOW,

NEWCHANG and all Ports in JAPAN.

Agents—

Mitsui Bussan Kaisha, Ltd.

Tokyo Marine Insurance Co., Limited.

Mitsui Bussan Kaisha, Ltd.

Imperial Government Paper Mills, Japan.

Onoda Cement Company, Japan.

Kansai Cotton Spinning Mill, Japan.

The Nippon Cotton Spinning Mill, Limited.

Tokyo Cotton Spinning Mill, Japan.

Hayashi Clock Factory.

Hongkong, 11th December, 1896. [161]

TO SHIPMASTERS.

ENQUIRE where your FRESH WATER is

obtained by the Water Boats; as FOUL

WATER is the cause of much sickness on

board Ship.

We are the only Water-Boat Company in

Hongkong supplying FILTERED

WATER.

Call for "W"

J. W. KEW &amp; Co.,

Sole Water-Boat Co.,

15, Prince Street.

Hongkong, 7th October, 1896.

S. L. TING,

Sole Agent, 15, Prince Street.

Sole Agent, 15, Prince Street.

Sole Agent, 15, Prince Street.

## Shipping.

## STEAMERS.

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY AND FOCHOW.

THE Company's Steamship

"NAMO,"

Capt. Hall, will be despatched for the above Ports TO-MORROW, the 28th instant, at Noon.

For Freight or Passage, apply to DOUGLAS LARRAIK &amp; Co., General Managers.

Hongkong, 27th July, 1897. [1140]

OCEAN STEAMSHIP COMPANY.

FOR LONDON, VIA SUEZ CANAL.

THE Company's Steamship

"ORESTES,"

Capt. Baker, will be despatched as above TO-MORROW, the 28th instant, at Noon.

For Freight, apply to BUTTERFIELD &amp; SWIRE, Agents.

Hongkong, 27th July, 1897. [1075]

FOR VLADIVOSTOCK, VIA SHANGHAI, CHEFOO AND NAGASAKI.

THE Steamship

"DAPHNE,"

Capt. J. Samuelson, will be despatched for the above Ports TO-MORROW, the 28th instant, at 4 P.M.

This Steamer has Superior Accommodation for First-class Passengers.

For Freight or Passage, apply to STEWART &amp; CO., Agents.

Hongkong, 27th July, 1897. [1129]

THE CHINA MUTUAL STEAM NAVIGATION COMPANY, LIMITED.

FOR LONDON AND LIVERPOOL (DIRECT).

THE Company's Steamship

"CHINGWO,"

Capt. H. Harris, will be despatched as above on or about the 28th instant.

To be followed by the S.S. "MOYUNE," for London, about 7th August.

For Freight, &amp;c., apply to HOLLIDAY, WISE &amp; Co., Agents.

Hongkong, 27th July, 1897. [1124]

CHINA NAVIGATION COMPANY, LIMITED.

FOR NINGPO AND SHANGHAI.

THE Company's Steamship

"KASHING,"

Capt. Hopkins, will be despatched as above on FRIDAY, the 30th instant, at 3 P.M.

For Freight or Passage, apply to BUTTERFIELD &amp; SWIRE, Agents.

Hongkong, 26th July, 1897. [1115]

NIPPON YUSEN KAISHA.

HONGKONG-VLADIVOSTOCK LINE.

MONTHLY SERVICE.

FOR VLADIVOSTOCK, VIA SHANGHAI, CHEFOO, CHEMULPO, NAGASAKI, FUSAN AND GENSAN.

THE Company's Steamship

"SENDAI MARU,"

Capt. C. Olsen, will be despatched as above on FRIDAY, the 30th instant, at 4 P.M.

For Freight or Passage, apply to NIPPON YUSEN KAISHA, Agents.

Hongkong, 27th July, 1897. [1120]

CHINA NAVIGATION COMPANY, LIMITED.

FOR TIENTSIN.

THE Company's Steamship

"KWEIYANG,"

Capt. Osterberg, will be despatched as above on SATURDAY, the 31st instant, at 3 P.M.

For Freight or Passage, apply to BUTTERFIELD &amp; SWIRE, Agents.

Hongkong, 24th July, 1897. [1135]

"MOGUL" LINE OF STEAMERS.

FOR SHANGHAI, KOBE AND YOKOHAMA.

THE Steamship

"ENERGIA,"

Capt. Saw, will be despatched as above on SATURDAY, the 31st instant.

For Freight or Passage, apply to DODWELL, CARLILL &amp; Co., Agents.

Hongkong, 24th July, 1897. [1135]

OCEAN STEAMSHIP COMPANY.

FOR LONDON, VIA SUEZ CANAL.

THE Company's Steamship

"PRIAM,"

Capt. Jackson, will be despatched as above on MONDAY, the 2nd August.

For Freight, apply to BUTTERFIELD &amp; SWIRE, Agents.

Hongkong, 26th July, 1897. [1145]

NOTICE TO SHIPPERS.

FOR NEW YORK, VIA SUEZ CANAL.

THE Steamship

"FREY,"

will be despatched as above, about 15th August, &amp;c.

For Freight, apply to MELCHERS &amp; CO., Agents.

Hongkong, 22nd July, 1897. [1145]

SAILING VESSEL.

FOR SAN FRANCISCO.

THE 100 Tons Ship

"FALLS OF DEER,"

Lock, Master, shortly expected, will load here for the above Port, about 15th August.

For Freight, apply to SHEWAN, TOMES &amp; Co., Agents.

Hongkong, 26th July, 1897. [1141]

FOR SAN FRANCISCO.

THE 100 Tons Ship

"FEATHERS,"

Master, Master, shortly expected, will load here for the above Port, about 15th August.

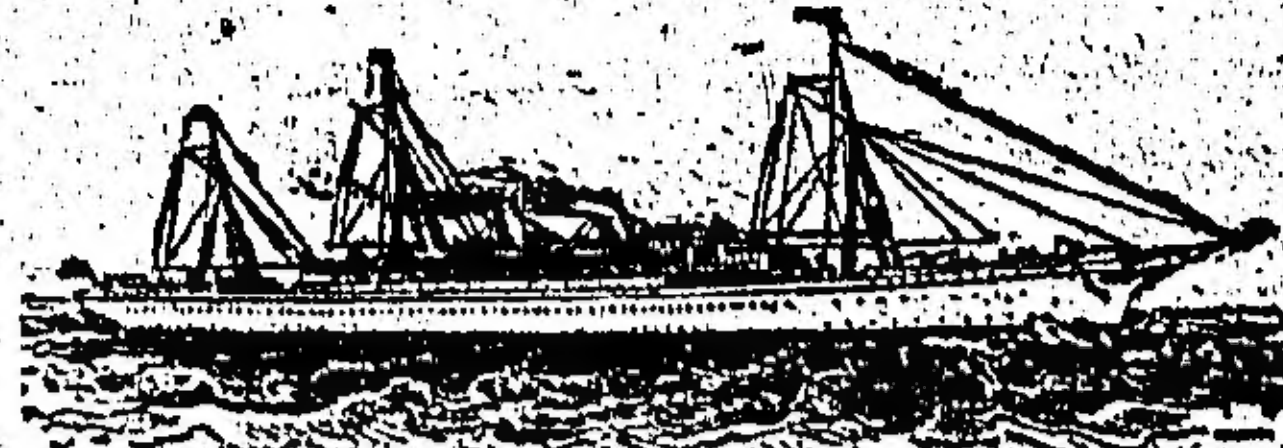
For Freight, apply to SHEWAN, TOMES &amp; Co., Agents.

Hongkong, 26th July, 1897. [1141]

## Mails.

## CANADIAN PACIFIC RAILWAY COMPANY'S ROYAL MAIL STEAMSHIP LINE.

1897.



1897.

## SAFETY. SPEED. PUNCTUALITY.

THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA AND THE UNITED STATES.

(CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND VICTORIA, B.C.)

Twin Screw Steamships—6000 Tons—10,000 Horse Power—Speed 19 knots.

## PROPOSED SAILINGS FROM HONGKONG.

EMPRESS OF CHINA...Comdr. R. Archibald, R.N.R...WEDNESDAY, 11th Aug.

EMPRESS OF INDIA...Comdr. O. P. Marshall, R.N.R...WEDNESDAY, 1st September.

EMPRESS OF JAPAN...Comdr. H. Pybus, R.N.R...WEDNESDAY, 29th September.

THE magnificent Twin-screw Steamships of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, saving THREE DAYS TO A WEEK in the Trans-Pacific Journey (avoiding the rough passages generally experienced in the latitudes further South) and make connection at Vancouver with the PALATIAL TRANS-CONTINENTAL TRAINS OF THE CANADIAN PACIFIC RAILWAY, which leave daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers booked through to all principal points and AROUND THE WORLD. Return tickets to various points at reduced rates. Good for 4, 6, 9 and 12 months.

SPECIAL RATES (First-class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan.

The attractive features of this Company's route embrace its PALATIAL STEAMSHIPS (second to none in the World), the LUXURIANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World's Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CARS AND MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unexcelled.

For further information, Maps, Guide Books, Rates of Passage, &amp;c., apply to

D. E. BROWN, General Agent,

Pender Street.

## OCCIDENTAL &amp; ORIENTAL STEAMSHIP COMPANY.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA, AND EUROPE; AND THE OVERLAND RAILWAYS, AND ATLANTIC AND OTHER CONNECTING STEAMERS.

VIA INLAND SEA OF JAPAN AND HONOLULU.

Proposed SAILINGS FROM HONGKONG.

City of Rio de Janeiro (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu).....Wednesday, 4th Aug., at Noon.

City of Peking (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu).....Tuesday, 14th August, at Noon.

China (via Shanghai, Nagasaki, Kobe, Inland Sea, and Yokohama).....Saturday, 14th Aug., at Noon.

Doric (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu).....Thursday, 2nd Sept., at Noon.

Belge (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu).....Tuesday, 21st Sept., at Noon.

THE Company's Steamship

"GAELIC,"

will be despatched for SAN FRANCISCO, via SHANGHAI, NAGASAKI, KOBE, INLAND SEA AND YOKOHAMA, on SATURDAY, the 14th August 1897, at Noon.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at Honolulu, and passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Rates, and part details of the various Routes may be obtained upon application.

Special rates (First-class only) are granted to Missionaries, members of the Naval, Military, Diplomatic and Civil Services, to European Officials in service of China and Japan, and to Government officials and their families.

Passengers who have paid full fare, re-embarking at San Francisco for China or Japan (or vice versa), within one year, will be allowed a discount of 10 per cent. This allowance does not apply to those travelling for China and Japan to Europe.

All Parcel Packages should be marked to address in full, and must be received at the Company's Office until 1 P.M. the day previous to sailing.

Consular Invoices to accompany Cargo destined to Ports beyond San Francisco, in the United States, should be sent to the Company's Office, addressed to the Collector of Customs, San Francisco.

For further information as to Freight or Passage, apply to the Agency of the Company, No. 7, Praya Central.

J. S. VAN BUREN, Agent.

Hongkong, 24th July, 1897.

F. BLACKHEAD &amp; CO.

SHIP-CHANDLERS, SAILMAKERS, COAL AND PROVISION MERCHANTS, NAVAL CONTRACTORS AND GENERAL COMMISSION AGENTS.

PRAYA-CENTRAL HONGKONG SOAP MANUFACTURERS.

SOLE AGENTS FOR HARTMANN'S RAHTEN'S GENUINE COMPOSITION RED-HARD BRAND HARTMANN'S GREY PAINT.

DANIELS PATENT MOTOR LAUNCHES.

Sole Agents for FERGUSON'S SPECIAL CREAM and F. &amp; C. SPECIAL LIQUOR SCOTCH WHISKY.

Sole Agents for SHIP'S STORES AND EQUIPMENT ALWAYS IN STOCK.

Agents for the following:

JAMES W. BURNETT &amp; CO.,

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JAMES W. BURNETT &amp; CO.,

JAMES W. BURNETT &amp; CO.,

## Mails.

## NORTHERN PACIFIC STEAMSHIP AND RAILWAY COMPANIES.

VIA INLAND SEA OF JAPAN.  
THE attention of Passengers is directed to the very cheap rates offered by this Line to the PACIFIC COAST and the INTERIOR and EASTERN CITIES of the UNITED STATES and CANADA and to EUROPE.

HONGKONG TO LONDON \$100.  
Excellent accommodations. First-class Table, DOCTOR and STEWARDESSE carried.

HONGKONG TO NEW YORK \$150.  
The Railroad travelling is second to none on the American Continent. Magnificent Scenery of the ROCKY and CASCADE MOUNTAINS. The YELLOWSTONE NATIONAL PARK route. Passengers to EUROPE may proceed by one of the first class ATLANTIC MAIL LINES.

HONGKONG TO TACOMA \$225.  
Rates of Passage to other Ports on application. Special rates allowed to members of Government Services.

PROPOSED SAILINGS FROM HONGKONG.

(SUBJECT TO ALTERATION.)

Columbia.....12651 Wednesday July 28.

Tacoma.....12549 Tuesday Aug. 17.

Victoria.....12549 Tuesday Aug. 17.

Olympia.....12653 Tuesday Aug. 17.

Columbia.....12653 Tuesday Aug. 17.

Tacoma.....12549 Tuesday Aug. 17.

THE Steamship

"COLUMBIA,"

Capt. W. Hill, sailing at Noon, on WEDNESDAY, the 28th July, will proceed to VICTORIA (B.C.) and TACOMA (Wash.), via AMOY, FOCHOW, SHANGHAI, KOBE and YOKOHAMA.

Through Bills of Lading issued to Japan, Pacific Coast Ports, and to Canadian and United States Ports.

Consular Invoices of Goods for United States Ports should be in quadruplicate, and one copy must be sent forward by the steamer to the care of the Freight Agent, Northern Pacific Railway, Tacoma, Wash.

Passengers must be sent to our Office (with address marked in full) by 5 P.M. on the day previous to sailing.

For further information as to Passage or Freight, apply to

DODWELL, CARLILL & Co., General Agents.

Hongkong, 26th July, 1897. [114]

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEEN, EGYPT, MEDITERRANEAN PORTS, LONDON AND LONDON.

(Through Bills of Lading issued for DARWIN, FREMANTLE, COVENTRY and AMERICAN PORTS.)

THE Steamship

"HIRAPPORE,"